

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

The Hamilton County Board of Aviation Commissioners met on Thursday, July 6, 2006 in the Commissioners Courtroom in the Hamilton County Government and Judicial Center, One Hamilton County Square, Noblesville, Indiana.

**Work Session**

**Marketing and Public Relations**

Discussion was held regarding marketing, public relations and communications. Ray Rice discussed with the Board some possible marketing ideas. Rice suggested the Board needs to decide whom it is marketing to and a good marketing approach is needed in Carmel as well as Hamilton County. Rice suggested advertising in home association newsletters.

Tim Tolson stated the Hamilton County Visitors and Convention Bureau Grant (HCCVB) gave us money to prepare the marketing plan and they have offered money to implement the plan. Anything that is implemented has to come out of the marketing plan in order to receive the grant money. Kapostasy stated the items in the plan include: Corporate Outbound Campaign, Corporate Inbound Campaign and Onsite Strategy. The HCCVB plan expects us to fund these items as listed in the marketing plan. Rice stated there are other public relation items the Board should be considering besides pens, brochures, etc. Andrea Montgomery stated they already have brochures, pens, etc. The web site is being worked on. Montgomery stated she would expect Tailored Tactics to contact travel departments nationally. From a public relations perspective she is looking at it as community involvement, outreach and education. Montgomery stated she thinks we need to concentrate on reaching into the community.

Kapostasy summarized the discussion:

- Boone County oriented, targets, influence the legislators.

- Capital items – signs, etc.

- Marketing of the airport for the joint benefit of the county for revenue.

- General public relations for the community, neighbors, etc.

Kapostasy stated of these four items, the specific Boone County target would be something the airport manager would not do at this point in time. This would be a Board initiated area. The airport manager would be welcome to propose items for this area.

The second area of capital items is handled in our capital prioritization process.

The marketing of the airport and public relations we have at least two funding sources. We can use the money from the HCCVB to set up the web site, brochures, logos, etc. and use that for all of the pieces. In general the HCCVB funded projects will have some hook to tourism or it is not likely we will not continue to receive the money. The money is not for general purpose marketing or public relations.

In the airport operations budget we have tried to keep some funding available for marketing. With the difficulty in fuel sales this year we basically have zero dollars for marketing and next year looks the same. In the county budget we have set aside \$14,000 for the web site and brochures. For 2006 we probably have \$10,000 to \$12,000 available for marketing or public relations. For next year we need to figure out what to spend from the HCCVB grant. The airport operations budget has no money for marketing and public relations. The county budget will possibly have \$10,000-\$12,000

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

for marketing and public relations in the next year or two. Kapostasy stated our Community and Public Relations Committee can figure out what would be the best use of that money for marketing and public relations, from the county's point of view. It is important for the Board to stay in its role of setting a budget, setting line items for areas to spend money and evaluating proposals but not getting into the details. We are not qualified to evaluate it. To the extent we have other things beyond our appropriations; it is the airport manager or any other vendor in this field to bring to the Board what discretionary funding can be spent on. If it is not in the annual operating budget, there is no money.

Tolson stated this Board has already passed the web site development and we have implemented those items highlighted. Kapostasy stated those were funded by the county budget before we received the HCCVB funding. Montgomery stated she agrees with Kapostasy, she is looking for direction. What message does the Board want to get across about the airport? Kapostasy stated the message to the customers is from the airport manager. Montgomery stated Tailored Tactics has run with that message, Montgomery Aviation has been working on conferences, press releases, etc. Montgomery stated we need to touch on telling Hamilton County and Boone County what a great airport this is and how it benefits the community. Kapostasy stated the fundamental issue is in an environment where the committee looks at the best way to spend the available money; the Board would follow the committee's lead.

Montgomery stated her recommendation would be the web site, brochures and outreach in the local papers and newsletters.

Brad Beaver stated these are all good ideas and you are headed in the right direction. Beaver suggested the Aviation Board join the joint Hamilton County Chamber of Commerce Coalition. Montgomery's do a good job promoting Montgomery Aviation to the aviation customers, if anything is to be done the Board should help pay for the brochures, join the Chamber of Commerce, buy shirts and jackets and board members should be available to talk with any civic group that asks. Let Montgomery handle the aviation community. The neighborhood brochures do not reach our customers.

Kapostasy clarified the financing:

The county budget had zero appropriated for marketing. New line items were added to the budget, but nothing for PR/Marketing. The airport operating budget had a minimal amount of money for PR/Marketing, which is now at zero because we needed the money to operate the airport. Because the interest line item was appropriated at a full amount there was an extra \$15,000 that could be spent. The Board transferred \$14,000 for the web site and brochures per the marketing plan. Now the HCCVB has now offered more funding in 2006. We now need to get the \$14,000 back to zero, have up to \$20,000 from the HCCVB authorized. We will have the same budgeted line items that we don't expect to spend money on throughout the year, which is at least \$10,000 and whatever is left at the end of the year we can use as needed. The 2007 budget will have the same \$10,000 appropriated in the various line items that can be transferred as needed. Rauch stated \$8,000 has been appropriated for web design and \$12,000 for the Woolpert Professional Services agreement. Nothing has been done with the \$14,000. Tolson stated \$6,000 has been authorized for marketing. Rauch stated those monies need to be transferred into an appropriate line item to be spent.

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

**Public Session [6:49:55]**

President Kapostasy called the public session to order. Secretary Rauch took roll call and declared a quorum present of Tom Kapostasy, Don Silvey, Tim Tolson, Art Johnson and Ted Moran.

**Approval of Minutes**

Tolson motioned to approve the minutes of June 1, 2006. Silvey seconded. Motion carried unanimously.

**Bid Opening – Parallel Taxiway**

The bid opening for the Parallel Taxiway has been delayed to July 13, 2006 at 4:00 p.m. to insure we had maximum bid participation.

**President's Report**

2007 Budget

Kapostasy presented the proposed 2007 County Budget. Rauch stated she added a line item for drain maintenance in the amount of \$200.00 which brings the total budget to \$82,200. Kapostasy reviewed the capital spending requests for land acquisition of seven parcels, which will be included in the 2007 budget request to the County Council. The third budget is the Indianapolis Executive Airport Operating Budget. Silvey motioned to thank Tom and approve all three budgets as presented. Tolson seconded. Silvey stated the Aviation Advisors line item for the current year (2006) was \$12,000. He appreciates we have to find the additional \$4,000 for 2007 from other line items as needed. Mike Howard stated the Board may have to be requesting an additional for the local match for the parallel taxiway. Motion carried unanimously.

**Committee Reports**

Site Development and Engineering Operations

Silvey thanked Mike Howard for finding the money for the crack seal repair; Tim, Ted and Woolpert for their assistance on the crack seal repair. Moran stated we are receiving favorable comments on the repair from the pilots.

Caito Family

Moran stated Mike Evans was going to call Flight Check to get some information with regards to the placement of the approach lights and the zone to protect them. Moran stated he received a letter stipulating that Evans thought the FAA would make us fence in the entire area. If this is the case that would severely alter the parking lot plans. Snyder stated Evans is still trying to determine the final determination and what has been impacted. Moran stated we are trying to work with them and accommodate their request, but some of the things are out of our hands due the FAA requirements.

Kapostasy stated the land directly south of the runway is owned by the Caito family and they have requested our support in their request to change their land zoning to light industrial. The main issue is for them to be able to use the 160 acres in a manner that is comparable to what they laid out without the airport being a factor. As long as they can accomplish their rentable square footage, they will probably be easy to work with. The airport's runway protection zone goes 700' south of County Road 200 South when the runway is extended to 7,000' it turns out to be 24 acres of ground we will acquire. The contention is that the landing lights that would go with the runway extension would include one landing light that would be up to 28' high just south of County Road 200 and FAA regulations stipulate that those kinds of lights need to be protected with serious

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

fencing at a certain distance around the light. We are looking at how much flexibility there is in the FAA regulations in terms of how much has to be blocked out where they want their entrance to be. Neither of us can make a commitment until we find out what the regulations are. Snyder will follow up with Evans and Mr. Andreolli. Silvey asked if there is a problem with their rezoning public hearing? Snyder stated he is not aware of a problem. Rauch stated the Board received notice that the Caito's have pulled their request from that meeting agenda and it was placed on the August 2<sup>nd</sup> agenda. Silvey asked if we have gone on record if we are in support of this or not? Howard stated we don't know until we get the answer about the light. Kapostasy stated based on our past public discussion he would feel comfortable testifying that we are in favor of compatible uses with the airport, anywhere that they land and we are opposed to any incompatible uses. Kapostasy will be attending the public hearing. Kapostasy stated it would be useful to have the approval from the county council for funding the land acquisition of this 24 acres (\$500,000 - \$600,000) or to go through the capital request process. It would be in the airport's best interest to complete the transaction within the next 90-180 days. Howard suggested including it in the budget as the number one priority but then as they move through zoning if you see this is something we have to do now, then start the request process. Kapostasy stated the next board meeting would be the time to have a discussion if we should move forward with this.

Westfield Master Planning

Kapostasy stated he and Dan Montgomery attended the summary meeting of the Westfield Master Planning process. It has been reported in the newspapers that there is disagreement between the parties as to what each person's role is and the process. We observed some evidence of that in the appointed committee that it was clear there was some business orientated, pro-growth, pro-tax base members and there are members that want to preserve everything the way it is with no economic development. The process has not resulted in a consensus. The airport is seen as a threat for those that want to keep the five acre parcels and the horse farm feeling. There are a significant amount of people in Westfield who do see Jolietville as a likely commercial district and the close-by neighbors will not like that. Plats are being developed for a residential Village of West Clay type development. That will be a real issue. The pace of development for the SR 32 corridor is coming significantly faster than what we would have believed 2-3 years ago.

Kapostasy stated there was no discussion of an airport overlay zone so the Board will have to look at that as an independent piece.

**Indianapolis Executive Airport Report**

2<sup>nd</sup> Quarter Payment

Andie Montgomery presented the 2<sup>nd</sup> Quarter payment of \$10,000 to Rauch.

Security Cameras

The security cameras are being mounted.

State Wide Educational Program

They are still looking for teachers for the state wide aviation educational program with ISU and AAI.

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

Montgomery Aviation Functions

Montgomery's would like to have another community function in August or September.

Learn to Fly

The Learn to Fly free seminar will be on August 8<sup>th</sup>.

Master Plan Advisory Committee

Montgomery is in contract with Aerofinity regarding the Master Plan Advisory Committee. She has asked committee members for available dates for the week of August 8<sup>th</sup> to meet.

Tailored Tactics

Carl Winkler continues to meet with Tailored Tactics on the web site and marketing plan.

Press Releases

Ray Rice has been sending out press releases. The open house was a success. The pancake breakfast was a success raising \$1,600 for the Commemorative Air Force.

2007 Budget

The first draft of the 2007 budget was sent to Kapostasy. The 2<sup>nd</sup> Quarter financial report will be presented at the August meeting. High fuel prices are having an impact on fuel sales, we are a little lower than last year.

**Airport Manager Report**

Dan Montgomery is picking up the 95th airplane and flying it back from Florida.

RCO

RCO is now working. It has been re-programmed and tested.

Glideslope Monitor

The Glideslope Monitor has been installed and is working. It will cost \$3,300 and will be paid from the IEA operating budget.

Deadman Switch

The Deadman Switch has been installed on the Jet A pump. She will pay for it out of the operating budget out of the fuel maintenance line item.

Sullivan Maintenance Bond

Sullivan has been called repeatedly regarding the Maintenance Bond for the concrete.

Eclipse Jet

We have not heard anything from the Eclipse Jet proposal. Eclipse did not get certified on June 30<sup>th</sup>.

Tile Damage

Montgomery Aviation received a call from a neighbor on County Road 200 that we damaged some tile. Dan looked at it. Boone County damaged the tile several years ago and Boone County has contacted the neighbor to tell them the county is responsible for the damage and they are going to fix it.

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

Moran congratulated Montgomery's on the 95 based aircraft. It is quite a bit of work on their part. Moran suggested we should submitted Indianapolis Executive Airport (IEA) for the AAI Airport of the Year. Montgomery stated she has discussed this with Kapostasy and we decided to put it off until next year. There is a lot of work involved in applying for it and we should concentrate on the development of the airport. This is the year we put out our economic development numbers. We will look at applying for it next year, which is also our 50<sup>th</sup> year anniversary.

Montgomery thanked everyone who attended the Open House.

Kapostasy asked Snyder what the status is of potential FAA and INDOT funding for the Master Plan? Snyder stated there is always a chance with the discretionary window, it will come and it will go. We should probably know early to mid August. The latest we have ever heard is August 15<sup>th</sup>. Montgomery stated the INDOT people attended the open house and have been at the airport several times since. Snyder stated INDOT has been working with us on the parallel taxiway plans. Silvey asked if INDOT has finished the count? Montgomery stated they had a problem with the equipment and had to come back with different equipment, which has not been picked up yet.

Kapostasy asked Snyder to give the Board a recommendation on the proposed scope of the Master Plan at the next meeting. Snyder proposed they put together a schedule including timing of critical issues and possible dollar amounts. Kapostasy stated his concern is that we may miss the funding window and it may be next summer before we can resume the master planning.

### **Engineering Report**

#### **AIP-12**

RSA Construction is complete minus the punch list items. They are working with Gradex on the punch list. The change order work was completed. Snyder requested approval of the invoice in the amount of \$5,553 and the FAA Pay Request. Silvey seconded. Motion carried unanimously.

#### **Parallel Taxiway Design**

A site has been selected for the mitigation for the Parallel Taxiway. We are waiting for the final contract amount to be able to do this work. This would be added to the grant amendment. Snyder requested approval of a Woolpert Invoice of \$28,500 for the 100% completion of design, environmental and administration work for drainage. Tolson motioned to approve. Johnson seconded. Motion carried unanimously. Snyder requested approval of the FAA Pay Request. Silvey motioned to approve. Johnson seconded. Motion carried unanimously.

#### **Airport Master Drainage Study**

Snyder stated they are still waiting for information from Christopher Burke on the master drainage study. Howard asked if the work that has to be done for the master drainage in the contract documents that are being bid next week? Snyder stated yes. Howard stated there may be some tweaking thru change orders? Snyder stated yes. Snyder requested tabling of the Woolpert Invoice in the amount of \$33,000. The invoice states they are 100% complete and there is still the potential of revisions to the plan. He will bring the revised invoice to the next meeting.

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

**AIP-13**

Snyder stated AIP-13 is for the Parallel Taxiway Construction. Bid date has been moved to July 13<sup>th</sup> at 4:00 p.m.

**Local Projects**

T-Hangar Taxiway and RCO

Snyder stated the T-Hangar Taxiway and RCO have been completed and they are scheduling the final punch list. Dan has pointed out a couple of issues with the paving which will be discussed with Hunt Paving and Sullivan. At this point in time they have received all invoices from Hunt Paving that they believe they are due. The final contract amount will be finalized after viewing the issues Dan has pointed out. Snyder requested approval of Hunt Paving Invoice #5 in the amount of \$97,802.57, which is not the full amount of the contract. Hunt Paving has requested the full amount of \$102,977 in Invoice #6. There are still issues being negotiated and change orders have not been issued. Snyder asked that this invoice be tabled but the invoice of \$97,802.57 be approved. Johnson motioned to approve. Tolson seconded. Motion carried unanimously.

Resident Inspection and Construction Testing Addendum

Snyder stated other items have been identified on their Resident Inspection and Construction Testing Addendum due to the change order and additional work Woolpert had to do at different times during the winter. Snyder stated Woolpert will finalize everything with Hunt Paving and Woolpert will finalize their numbers and then present them to the Board for payment. Snyder stated the construction contract is about \$20,000-\$30,000 over the contract amount. The resident inspection is estimated at \$20,000 and testing is \$12,000 over.

Snyder asked that the invoice of \$45,048 for Woolpert be deferred until all of the funds are available and it has been reviewed with Mike.

**Airport Master Plan**

Snyder requested approval of the invoice in the amount of \$9,462 for the airport master plan for Aerofinity. Moran motioned to approve. Tolson seconded. Kapostasy stated he thought we have completed the Phase 1 portion with Aerofinity. We are waiting for the photography that Woolpert was going to do. Snyder stated the imagery information Woolpert has done will be helpful and it is under review at this time. Snyder stated they will ask Aerofinity for future invoices for a description of their work. Rauch stated there is a balance of \$19,000 left in that line item. Motion carried unanimously.

Silvey asked if we have received the environmental report from Aerofinity? Rauch stated copies of their report were sent to each Board member.

**Crack Repair Project**

Snyder thanked E&B Paving for their work on the Crack Repair project. Snyder requested approval of the E&B Paving invoice in the amount of \$154,162. This is for the total project. Silvey motioned to approve. Tolson seconded. Motion carried unanimously.

Snyder requested approval of Woolpert's invoice in the amount of \$7,968.75 for the construction inspection and administration for the crack repair project. Moran motioned to approve. Tolson seconded. Motion carried unanimously.

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

**Legal Counsel Report**

Howard reviewed the TIF Funding (Fund #204). A property tax appeal from the Thompson TIF district has been refunded to the property owner in the amount of \$326,697.60. This amount will be deducted from the amount of money the TIF Fund will receive in December. There is currently a cash balance of \$433,000. With the contingency of the apron project brings this amount to \$371,000. The money we lost was important because as we go into the parallel taxiway project there are two problems, we have to come up with 5%, which is approximately \$85,000; the other problem is that we need to keep some of the money. We get the invoices, we pay them and then the reimbursement comes in. Now that the cash balance is getting low he will create a revolving fund, funded with \$250,000. This means if we get an invoice in the amount greater than \$250,000 we can only pay that amount until the next pay request is received. This will give us \$120,000 for our 5% match, but we do have \$155,000 coming in December. For all purposes the TIF Fund is done until Spring 2007. We will not suffer that same type of reduction next year.

Howard will not be at the next meeting, Murphy will be attending the meeting.

**Secretary's Report**

Master Plan, Phase II

Rauch stated the additional appropriation request for Phase II of the Master Plan has been approved by the County Council.

Airport Highway Signs

INDOT has informed Rauch that there are airport signs already posted on the State roads and they will not be putting any signs up.

Funds

The County General Fund (#101.002) may have possible shortfalls. Overtime may run \$2,000 short and Mileage may be \$200 short. There is a balance of \$10.54 in Legal Notices, but we do not expect to have any more notices that need to be published. There is \$800 available for transfer.

The Airport Capital Fund (#114) – any monies that are not grant funds must be appropriated and this has not been done. Rauch is requesting the additional appropriation for:

Master Drainage Plan	\$10,000
Security	\$4,640
Other Contractual	\$12,000
Signs	\$182.00
Other Equipment/Repairs	\$8,354

We should consider this fund at zero for available funds.

Rauch asked Kapostasy if she should transfer the \$14,000 for marketing? Kapostasy recommended Tolson get the approval from the HCCVB of what they will pay for and then we can handle the paperwork. Silvey motioned to allow Tolson to work with the airport manager to put forward a number not to exceed \$20,000 from our marketing/strategy plan for funding by the HCCVB. Moran seconded. Motion carried unanimously.



HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

**Land Acquisition**

Kapostasy stated when we look at land acquisition south of the airport for the runway extension the question arises, the current runway is 5,500', the next logical stop is 6,400' and the next is 7,000'. We have asked Woolpert to look and give us detail to what the stops are and what that provides as background information on what Moran is bringing up on what the runway length should be. We are going on a 20-year old master planning study that said 7,000' is the right number. We know in the new master planning study we will get into more details, but if we have to make decisions before then we would like to understand what we get for 6,400' and 7,000'. If we only go to 6,400' we would not have to make any more land acquisition south, but if we go more than 7,000' that changes. We have active things in the FAA rules that are changing and Caito wants a commitment. We need the background information.

**FAA Proposed Rulemaking**

Moran stated he has been investigating the proposed FAA rulemaking regarding landing distances for turbojet aircraft. The FAA is proposing a 15% increase in landing distances. Indianapolis Executive Airport has a 5,500' runway. Larry Creakbaum has told him he did not think the rulemaking applies to turboprop aircraft; it only applies to turbojet aircraft. Moran checked with the FAA and they clarified that it refers to all turbojet aircraft regardless of how they are equipped. Overruns can not be used as part of the calculation. If the numbers are calculated we run short when the runway is snow or ice covered. We could also fall short with rain, depending on the cross wind. Everything changes with the weather. We have 12 turbojets now and 2 of them do not have thrust reversers. All 12 jets would have to go to Indianapolis International because they could not operate on a 5,500' runway. Moran stated he has checked all of the surrounding airports and the only one is Mount Comfort that has a 5,500' runway. Eagle Creek, Metropolitan Airport, Anderson, Greenwood, Hendricks County, etc. all have small runways. They will either have to give up jet operation, because insurance companies will not insure you, or extend their runways. Most of these airports are landlocked by roads, buildings, etc. Moran stated he thinks it would be prudent to move the runway extension to a higher priority. If we go to 7,000' we would be in very good shape, if we went to 6,400' we would be in good shape unless the braking action was poor. If we did extend the runway Indianapolis International would be the longest runway and IEA would be the second longest runway. Moran stated one of the pilots brought to his attention that the National Business Aircraft Association (NBAA) said that if you are operating under Part 91 it is not necessary to comply, but we only have 2 airplanes that are operating under Part 91, the rest are 135 or 121 that come in and out of IEA. The Part 91 exception means very little to us. Silvey asked if that means in September all of our jet traffic has to move to Indianapolis International? Johnson stated only if it snows. Moran stated if a pilot operates his jet at an airport that does not meet the requirements of this proposed rulemaking and if he were in an accident, he will be severely chastised because this will be the law. It is not optional; he can't pick and chose what he wants to do. The FAA wants the additional 15%. Snyder stated something important that relates to this is what is your snow removal plan and how well do you implement that snow removal practice. Snyder stated you would think a major airport would invest in the machines and manpower to clear the snow. The Chicago accident happened on a runway where they have several plows and all types of equipment to keep a clear runway. The conditions were so severe and the pilot did not advise to the conditions that were being reported to him. No, it does not mean they will go away but if you don't have good snow removal practices or good reporting practices

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS  
JULY 6, 2006

of runway conditions, the pilots in those cases are forced to make a decision whether they divert to another runway where it might be a little safer. Johnson stated they run into this all of the time with their jet. On bad weather days they have to go into Mount Comfort. This is a main concern, he does not want to go from airport to airport and he wants to land where he has taken off. If IEA is going to grow and we are going to maintain our aircraft there we have to put the extension on. Kapostasy stated this provides additional evidence for practical constructive need for a longer runway so when we do the master plan study and we need to justify the runway length, this is what we must have to maintain our current set of planes. We have to prove to the FAA what we need in our master plan because they do not want airport owner/operators making wild claims that the FAA ends up funding. This will help us demonstrate exactly what we need and why. In terms of our funding cycle the FAA is not going to change our funding cycle to do some immediate request but in December we will have the option on whether to continue with our current priority. The parallel taxiway, because it is in 3 levels worth of planning can be moved out of the way. That would not be to our advantage to consider. If the airport master planning study shows we need 7,000' and now we have practical considerations, to move that up to the top, even though it will be a big block to our plan, would be a good discussion in December. Howard asked Snyder to give us a swag at the next meeting for something between 6,400' and 7,000' with a little bit of runoff beyond it. Johnson stated the reality is they can not land there during ice conditions, they would have to go to International. If you are going to have a home base for a jet then you will have to put on the runway extension. There is no motivation to keep the jet at IEA and have to use International 3-4 months of the year. Silvey asked if this takes effect in September why would we keep the 13 jets we have or get the 7 jets we are hoping to get? It is an economic issue for us. Howard stated we will keep them because they are less inconvenienced at IEA over Metro. Snyder stated in the CIP's that have been done, it is in the 5 year plan. There are other things that have to be done to accelerate this process, land purchase is one of them. The environmental considerations and reporting, those mitigations require the longest time. With the schedule we are talking about with the master plan there is no reason we can't project what it would be to accelerate the runway project. Normal runway projects will go 4-6 years with no acceleration. Moran stated if this plan passes, as proposed, insurance companies will make their own landing distance chart figures and that is what will drive it. If pilots can't get insurance, that is what will drive the issue.

**Engineering Report Correction**

Snyder corrected the AIP-12 Pay Request - the amount is \$63,702 total. We approved the invoices for the parallel taxiway and RSA Grading, we did not approve the invoice for the Master Drainage. Snyder requested approval of that for the FAA Grant. The amount is for \$33,000. Tolson motioned to approve. Johnson seconded. Motion carried unanimously.

**Attorney**

Howard requested approval to have the authority to advertise before the County Council at their August meeting an additional appropriation in the amount of \$300,000 to go into a revolving payment fund and \$100,000 to put into our match fund to cover the local match for up to \$2 million for the taxiway. Silvey motioned to approve the recommended appropriation. Moran seconded. Motion carried unanimously.

Kapostasy stated a neighbor of the airport has requested the Board consider some setback for the fencing around the end of the property. He told him there are probably

# HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS

JULY 6, 2006

FAA regulations on what we can or can not do but this would be a reasonable request to look at in the master planning study. Moran asked Snyder if there is a FAA regulation that requires fencing around the airport? Snyder stated currently there is a FAA stance that fencing is recommended. They would like to see all general aviation airports provide full security fencing with the caveat that they would like to see consideration given to all wildlife conditions. Kapostasy stated we looked at this a couple of years ago and it will be \$1 million to finish the fencing. We have put fencing in all of our contracts as an optional item so when we have rounding errors of \$20,000 - \$30,000 we add more fence to the perimeter.

Kapostasy adjourned the meeting.

## **Present**

Tom Kapostasy, President  
Don Silvey, Vice President  
Tim Tolson, Board Member  
Ted Moran, Board Member  
Art Johnson, Board Member  
Michael Howard, Attorney  
Brad Beaver, Council Liaison  
Andrea Montgomery, Montgomery Aviation  
Carl Winkler, Montgomery Aviation  
Ray Rice  
Chris Snyder, Woolpert Engineering  
Jonathan Babalola, Noblesville Daily Times  
Kim Rauch, Secretary

## **Approved**

\_\_\_\_\_  
Tom Kapostasy, President

Date: \_\_\_\_\_

## **Attest**

\_\_\_\_\_  
Kim Rauch, Secretary

Date: \_\_\_\_\_